Board of Trade as to lowering boats, elight pause. "It was not much over equipping them and testing gear. The freezing. hoats were on the top deck, or sun deck, about seventy feet above the water. It was Capt, Clark of the British Board

of Trade, Lightoller said, who made the had been approved by the British authori-Senator William Alden Smith of Michigan, who conducted the examina-tion of Lightoller, asked him how Capt. Clark was regarded by officers of ships.

"Speaking of Capt. Clark," said Lighteller with a suggestion of a smile. is considered a nuisance, he is so strict. He insists upon every bit of lifesaving apparatus being exhibited, taken out on the decks, lifebelts and such: the lowering of boats and the manning of them. And he will have it done until he is satisfied that everything is all right." "Was the steerage equipped with the

same apparatus for the preservation of life in an emergency?" Senator Smith asked.

"Identically the same," said the wit-

Now Comes the Story

Senator Smith took another tack. He seled Lightoller if he had ever been in the sea with a lifebelt on. Lightoller said

"When?" asked the Senator

"After the Titanic sunk," said the wit

"How long?" From a half to an hour."

"Did you leave the ship?"

"Did it leave you?" "Yes, sir. "Did you stay until the ship sumk?"

"Yes. sir." The audience pulled chairs closer to the witness, for his voice was nicely modulated. but did not carry very far. He was asked If the suction of the sinking Titanic was a great deterrent in making progress in the water in getting away from her.

"Hardly noticeable," said Lightoller, who supplemented this answer later, as he made it a point only to answer at the time the exact questions asked.

"From what part of the ship did you leave her?" Senator Smith asked 'Near the officers' quarters.'

One Lifebont Left, but Uneless.

"Were the lifeboats gone when you found yourself without footing on the

All but one, which was in tackle. Lightoller explained that it was the third boat on the port side which was lowered and had caught. It was impossible, he said, to release it. First Officer Murdock was managing the tackle.

"At that time did you see Mr. Ismay?" Senator Smith asked, taking another

"At any time did you see him?"

"I saw him on the boat deck," Lightoller after the impact. It was about twenty minutes after the collision. "What was he doing?"

Standing still," said the witness. "Well," asked Senator Smith, "was he

"I could not say," replied Lightoller, "it was too dark." He said that at that time there were no

other passengers on that deck, but later there were plenty of them. "Did all passengers have a right to go on that deck?" asked Senator Smith.

"Yes, sir." said the witness "Did steerage passengers?" persisted

Senator Smith. "No. sir."

"At such a time?" "Oh, yes, sir," answered Lightoller, indicating that it was a time when the ordinary routine was not observed "There must have been a good deal of

confusion, was there not?" asked Senator Smith.

"Not at all, sir," replied Lightoller. It appeared that the lifeboat which stuck was about fifteen feet from the deck, and Lightofler said there was no opportunity to get to it. The boat never

Did Not Think Collision Serious. "Referring to the collision, when did you

about twenty minutes after the collision." evening
"And he was alone on that boat deck?" "Didn"

esked Senator Smith. "He was the only one I noticed. I would notice him quicker than I would some passenger, as I knew him."

At that moment Lightoller said he didn't seen him on the bridge shortly before. "Did you believe that the Titanic was in danger?" questioned Senator Smith. No. sir." said the witness.

"Did you believe that there had been a serious accident?"

"No, sir," was the answer with slight emphasis on each word. the Titanic struck the berg?"

There was a slight grinding, then

"Any noise?" "Very little."

Lightoller said that he had not seen Mr. Ismay that night before the collision. He himself was in his berth but was not

struck?"

"Well, why?" asked Senator Smith "Naturally jumped at that conclusion. "There was ice around said Lightoller.

the Banks. More Tests of Temperature Than

Lightolie: said that tests of the water had been made for ice. It was part of the routine. Water was taken from the side of the ship in canvas buckets and the temperature learned by putting a ther mometer in it. As the second officer of the ship Lightoller said he had been in charge of it on Sunday from 6 o'clock in the evening until 10, or until less than two hours before the collision. He would not admit that the water tests were being made solely for the purpose of looking out for ice. It was part of the routine of the ship. The tests were made for routing purposes and other purposes What does the temperature indicate?"

Senator Smith asked. Nothing more than the temperature of

the air." said the witness.

Toes it indicate proximity to icebergs?" "Well, it indicates cold water." Hoy cold : persisted Senator Smith.

1 % v 's in it," sait Lightoller after a

Wireless Warning Defective? The witness said that he did not know what the earlier tests of the water that examination of the Titanic before she day had showed. No reports had been made to him. He did not think it necessary that night when he was on the bridge in charge of the ship to make tests for the purpose of finding out if the Titanic was in the vicinity of icebergs.

"Did you know that the Amerika had reported to the Titanic the location of icebergs in that neighborhood?" asked

"I can't say that I saw the message said Lightoller in reply to a series of questions on the subject. "I heard of the message and that it came from some ship, but I didn't know that it was the Amerika. The message gave the longi-tude, but not the latitude. The icebergs were reported between 49 and 51."

"Did you get from Capt. Smith that night any information about the ice-

"Not that night," said Lightoller. think it was in the afternoon, about 1 o'clock I was on the bridge, having relieved First Officer Murdock who had gone

to lunch.

Capt. Smith, he said, told him of the wireless messages about the icebergs. Lightoller said he couldn't recall just what position the ship was in then, but he could work it out on the chart. Chief Officer Murdock returned to the bridge he told him exactly what Capt Smith had communicated to him. "What did Murdock say?" Senator Smith

"All right," replied Lightoller "So the chief officer of the ship was fully advised by you that you were in

proximity to icebergs.?" he was asked. "Yes. sir More Than 21 1-2 Knots.

"How fast was the boat going at tha

"Between 21% and 22 knots." Was that her maximum speed?"

"I do not know, sir."

"Do you know if she made her maximum speed at any time on the trip?" "So far as we know," said Lightoller "she could go faster than that if pushed

We understood that that was not her maximum speed." "Then you understood that there was reserve power?

"Had you received any instructions to exhaust that reserve power to make the ship go faster?

"Well, did you want her to go faster?" "Yes, sir," said Lightoller, "some time

It was true, the witness said, that he and other officers had talked about the "I saw him on the boat deck," Lightoller maximum speed and what this new craft under water. Then this explosion, or traine vicens, and Triman C. Newtaid, "when we started to uncover the boats of the sea could do in the way of rapid whatever it was, blew me clear out of the maximum speed and what this new craft progress for a ship of her size. Lightoller did not hesitate in making this statement but answered as if he couldn't understand | barely away from it. As the ship went

When Chief Officer Murdock relieved him Lightoller went to his room. He did not tell the other officers, he said, about the cicebergs. The lookout had not been increased when he went on the bridge again at 6 o'clock. On dealers in the same and the same at 6 o'clock. On dealers in the same at 6 o'clock. at 6 o'clock. On deck there were two junior officers. Capt. Smith was not on the bridge at that time and he did not see Capt. Smith until about 8:55 o'clock. There were two men in the crow's nest, one man at the wheel and one man stand-"How was the weather that night?"

Senator Smith asked. "Clear and calm.

"Were you apprehensive because of the proximity of the icebergs?" No. sir.

"For that reason you did not consider it necessary to increase the lookout? No. sir.

Captain Was Looking for Ice. "Did you see Capt. Smith between o'clock and 8:55 when he came on the

bridge?

"Clock and 8:55 when he came on the "Presumably," said the witness.
"I did not."
"I did not."
"What did Capt. Smith say to you or the capsized boat. He took command of Titanic? A. No.

see Mr. Ismay after it?" asked Senator Smith.

"Only once," said the witness. "It was about twenty minutes after the collision."

"What did capt. Smith say to you or the capsized boat. He took command of the boat as far as it was necessary. The next necessary were about half a mile away from the Titan ic.

"When you left the ship did you see any

Didn't say anything else?" "Yes, sir," answered Lightoller. spoke of the weather, the calmness of the sea, the clearness of the night, about the time we should be getting to the vicinity

of the ice when we got near it. know where Capt. Smith was, but he had impressed and I had on my mind the proximity of the ice. The captain and talked about twenty-five minutes." "Was there any reference to the wireles

message from the Amerika?" "No. I think not," said Lightoller; "but there may have been '

Capt. Smith observed that there was What was the force of the impact when to the icebergs. So far as Lightoller knew

he sent word to the engine room. He might have done so by word of mouth until the third lifeboat was lowered, when

"And when next did you see Capt. Smith?" Senator Smith asked. "When I came out of my quarters after the impact."

"Were you heading toward the vicinity

"Yes, I think we should have been in the vicinity of the ice about 11 o'clock.

Temperature, 81. Did you talk to Officer Murdock when

you left him on the bridge?" "No, sir." "Did he ask you about it?"

"No sir. Well, did you say anything?" "He remarked on the weather, how clear and calm it was, and the long distance we could see; so clear that you

could see the stars setting down to the horizon.

'Cold, wasn't it?" enapped Senator Smith.

"Yes, sir," quietly "Sharp?"

"Yes, sir."

"How cold was it?" "Thirty-one degrees above zero."
"Wasn't it unusually cold for that

longitude at that time of the year?" No. sir.

Ship Not Broken in Two

The next time he saw First Office Murdock was when he came on deck after the collision. The captain was on the bridge and Murdock was at his side. Lightoller never spoke to him again. Murdock took charge of getting away the boats on the starboard side. ship was not broken in two, the witness Committee on Commerce, composed of said, and he did not know of any one being injured by ice falling on the deck chairman, and Senator Francis W. New-

the captain give?"

Shall I put the women and children in Cunarder Carpathia. the boats?' he answered: Yes, lower held at the Waldorf-Astoria, where the away.' I don't know how long the vessel

Lightoller then described the operation of loading the boats and what hap- Arthur Henry Rostron, the commander pened to him. There was a collapsible of the Carpathia, was examined. Marboat on the top of the officers' quarters. The boat was cut away. As it went over the side a number of men jumped on it. Ismay was attended at the hearing This was the boat which he found over- by P. A. S. Franklin, vice-president of the turned later on with no one on it.

Sucked In and Blown Back. "I was standing," said Lightoller, "on top of the officers' quarters. There was and the newspaper men, were Congresshad been sent away. The ship took a daughter was one of the survivors of the dive. I faced forward. I also took a Titanic, but whose son-in-law, Lucien dive. As I went under the water I was pulled to the grating over the exhaust W. B. Hibbs of Washington, a personal pipes. I do not know how long I was friend of Major Archie Butt, one of the water. I did not see debris then. I tion, acted as consulting expert to the was not thrown far from the ship. I was committee and is reported to have said

on the raft or near it?"
"I was in the same position, but the
Titanic had come around. There were a
lot of us in the water around it. I got
to the collapsible boat which was overturned. There was no one on it then.
I think Col. Gracie had somewhat the exregiones I had in being sucked under the perience I had in being sucked under the water. When I got to the overturned boat one of the funnels of the Titanic fell within four inches of the boat. It fell on all the people who were there."

fell within four inches of the boar fell within four inches of the boar fell on all the people who were there. "Was anybody saved of those struck?" "Toolldn't say, sir."

About thirty men eventually got to the capsized boat. Among them were John B. Thayer of Philadelphia, Col. Gracie Phillips, the chief senior Marconi operator on the Titanic, and Bride, his assistant. Lightoller said that he thought all the rest of the thirty were firemen of the Titanic. Three or four men slipped off the boat and were lost. One of them was the boat and were lost. One of the was the boat and were lost. One of them was the boat and were lost. One of the was the boat and were lost. One of the was the boat and were lost. One of the was the boat and was nearing 50, his occupation the world was nearly the boat and the bo

"When you left the ship did you see any women or children on her?"

"None whatever." said Lightoller.
Everybody he saw in the water had a life preserver. He figured that the men on the capsized boat were firemen, because they were used to discipline and sheyed the few orders he gave. Soon a lifeboat with passengers from the Titanic picked up the capsized boat.

"I counted sixty-five heads, not including my own, when we got aboard the lifeboat. This did not include those in the bottom of the boat. Approximately there were seventy-five in the boat altogether after we got in."

Why the Boats Were Not Full.

"The captain did not tell me to slow together, but only the women went. In the first lifeboat he put off there sent word to the engine room. He

might have done so by word of mouth and I was not fully dressed when he walked forward and saw the captain and I would not have known. The commander might have sent word to slow up the first officer on the bridge.

"What time elapsed after the impact and your appearance on deck?" asked Senator Smith.

"Two minutes," said the witness.

"Who else was on deck?"

"No one but the third officer."

"Yes, sir."

"Well, did you think there had been a collision?"

"Well, did you think there had been a collision?"

"Not necessarily a collision." said Lightoller.

"Well, what did you think you had selected and I would not have known. The commander might have sent word to slow up the ship by reducing the number of revolutions, say from 76 to 72. I don't know that he did that."

"How long did the captain remain on the bridge?"

"Until 9:20."

"Did he leave any special instructions with you?"

"The captain said 'If you are in the slightest degree doubtful let me know.' I answered 'All right, sir."

Lightoller said he kept the ship on her course at about the same speed.

"It took a long time to get enough women to fill the last boat put off, he said, because men were searching the ship to find them.

For the benefit of the committee Lightoller estimated that of those picked out of the water alive was followed until the third lifeboat was lowered, when in until the privation in the sonts as fast as possible, the ship by reducing the ship by reducing the number of revolutions, say from 76 to 72. I don't know that the ship was evident that of show until the ship was evident that the ship was evident that the ship was evident

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George G. Benjamin

No One Else Was By to Take the Vacant Place, So He Took It.

Captain Responsible for 21 Knot Speed and the Watch for Ice.

CAPTAIN ROSTRON HEARD

Marconi Says Amateurs Ham pered Work-Titanic's Crew Among Witnesses.

James Bruce Ismay, president of the

International Mercantile Marine Company and managing director of the White Star Line, testified under oath yesterday before the sub-committee of the Senate Senator William Alden Smith of Michigan. from the berg.

"What were the last orders you heard in the Titanic disaster, the escape from the ship and the cruise among the ice floes "When I asked him," said Lightoller, until the survivors were picked up by the swarm of newspaper reporters was so large was affoat. I was told that it sank at that the first quarters selected for the as 2:20 o'clock. We came to that conclusion hearing had to be abandoned and an afterward, but no officer told me the adjournment taken to the big East Room Q. Then you were the only executive exact time."

Q. Then you were the only executive of the hotel. At the officer outside of the ship's customary of morning session besides Mr. Ismay, Capt. coni was heard in the afternoon and later a number of the Titanic's crew. Mr. haps I am wrong in that. What we had International Mercantile Marine Com- 5 o'clock Wednesday morning. That was ready. Emerson E. Parvin, secretary, and arranged before we left Queenstown. I do know that my head was Titanic's victims, and Truman C. New-Gen. Uhler, chief of Steamboat Inspec

Senator Smith For the purpose of executing the commands and directions of the Senate of the United States the inquiry which we contemplate will now begin. I have asked here Mr. J. Bruce Ismay. He will please come forward and take this seat jindicating a chair at the end of the table]. The formalities of this investigation are such that I shall be obliged to put the oath. I should like it if you will stand and be sworn. Do you solemnly swear to telf the truth, the whole truth and nothing but the truth, so help you God?"

Q. As such an officer were you officially designated to make a trial trip in the

Then it your part? A. I was a voluntary pas-

Senator Smith: Will you kindly tell the committee the circumstances surrounding your voyage as succinetly as possible. beginning with your going aboard the essel at Southampton, your place on the ship and the voyage, with any circumstances you may feel would be helpful to

us in this inquiry Mr. Ismay : made her trial trip, which was perfectly satisfactory

went? A. I was not present coyage over here we left Southampton Capt. Smith observed that there was a slight haze which might mean nearness to the icebergs. So far as Lightoller knew the Titanic did not reduce speed. Speed might have been reduced without his knowing it.

"How were the passengers selected for the lifeboats?" Lightoller was aked.

"By their sex." he said.

No women were turned back, except perhaps a stewardess. He saw women the refuse to go into the lifeboats. He didn't know why they refused to go. He thought which were the passengers selected for the lifeboats?" Lightoller was aked.

No women were turned back, except perhaps a stewardess. He didn't know why they refused to go. He thought proceeded at seventy revolutions. We embarked passengers and proceeded at seventy revolutions. I am not absolutely clear as to the run on at 12 o'clock and arrived at Cherbourg not absolutely clear as to the run on the first day. I think it was between 464 and 474. The second day we pro-ceeded at seventy-two revolutions; the third day at seventy-five. I think that day we ran either 576 or 579 miles. The weather continued fine except for about ten minutes of for one evening. The accident took place on Sunday night. The exact time I don't know. I was in ed asleep when it happened. The ship sank, I am told, at 2:20 in the morning. That is all I think that I can ing. That is all I think that I can tell you at this moment. The ship had tell you at this moment. This would never been at full speed. This would have been seventy-eight revolutions, working up to eighty. She hadn't all her boilers on. I may say that it was in-tended if we had fair weather Monday afternoon or Tuesday to drive the steam-ship at full speed. Unfortunately the catastrophe prevented this.

Came Off on Last Starboard Boat.

Q. Can you describe what you did after the impact or collision? A. I presume the impact awakened me. I lay for a minute er two, and then I got up and went into the passageway, where I met a steward and asked him what was the matter. He replied, "I don't know, sir." Then I went back to my stateroom, put on my overcoat and went up to the bridge, where I saw Capt. Smith. "What has happened?" I asked him. "We have struck ice," he repited. "Is the injury serious?" I asked. He replied: "I think it is." Then I came down and in an entryway saw the chief Practically. engineer. I asked him if he thought there was any serious injury. He said he be-lieved there was. Walking along the deck was any serious injury. He said he believed there was. Walking along the deck I met an officer on the starboard side and assisted him as best I could in get-land assisted him as best I could in get-land assisted him as best I could in get-land. I saw none. ting out the women and children. I Q. Were these woman pessengers destayed up on deck until the starboard signated as to which should go into the

collapsible boat was lowered.

Q. Was she the last boat? A. The last.

of far as 1 know; certainly the last on into the boats. I myself put a great miles an hour?

the captain that the ship was seriously Senator Smith: It has been intimated same by the officer in charge of the in danger and that of the chief engineer that some lifeboats did not contain men boat? A. By Mr. Wilde, the chief officer.

Q. Did the officers seem to know serious character of this collision? A That I couldn't tell, sir. I had no con versation with them. Q. Did any officer say it was not ser A. No. sir.

Q. You went to the bridge immediately after you left your room? A. Yes. After I put on my coat I went straight to the bridge. The captain was there. Q. In what part of the ship were your quarters? A. On B deck, just aft of the

main companionway.
Senator Smith: Describe just what B

Mr. Ismay: The sun deck is the first deck, then comes A deck and then B deck. (A diagram of the ship was produced showing the location of Mr. Ismay's room. The suite that he occupied was numbered 52, 54 and 56.) Q. Do you know how many pasengers were on this deck? A. I have no idea how

Q. You say your trip was voluntary?
A. Absolutely and for the purpose of seeing the ship in action. I had no business in New York at all. It was simply a case of wishing to see how the vessel behaved a new ship which we are building. Q. Was there any official or represent-

Mr. Ismay Not in Charge.

ative of the builders on board? A. Yes; the representative of the builders was Mr Thomas Andrews. Q. What was the occasion of his voy A. To see whether everything was

satisfactory, also to see how he could im prove on the Titanic. Q. Was he a man of large experience Yes, he had part in the construction of the ship itself.

nfortunately, no. Q. How old a man was he? A. I should say—it is difficult to judge a man's age, as you know—forty-two or forty-three. He may have been less.

ficers aboard? A. Yes, sir.
Q. Did you have occasion to consult the captain about the movement A. Never. Q. Did he consult you? A. Never. Per

talked about was not to attempt to arrive at the New York lightship before Q. Was it supposed that you could reach New York by that time without putting sea? A. 1 did not.
Q. What course did your boat take? A. the steamship to her full capacity? We saw a light in the distance and at-tempted to pull the boat toward it.

arriving sooner than that. Titanic Speeded Up.

utions being increased as the voyage pro-Ismay: They were gradually in creased. With a new steamship you al-ways begin with a low speed. Q. Did you exceed 70 revolutions?

Senator Smith: You spoke of the revo-

Q. You were going 75 on Saturday, the hat, of course, was nothing to full speed. Q. During the voyage did you know at any time that you were in close proximty to icebergs? A. I knew that ice had Did you personally see any ice-

rn route before? A. We were on the Q. Were you compleant of proximity to

bergs or any large bodies of ice? A. Not until after the collision. I had never seen

Q. Do you know anything about the wireless to the Titanic from the Amerika saying there was ice in that latitude? Were you aware of the proximity of ice-bergs on that day? A. No. I did not know anything except that we would be in the ice region some time Sunday refer. in the ice region some time Sunday night.

Q. Did you have any consultation with the captain regarding the matter? A.

Absolutely none. It was entirely out of the names of the others. Lightoller is my province. I was simply a passenger the only one I knew by name

aboard the ship. Q. Do you know anything about the wireless on the Titante? Were there any unusual precautions taken to have a re-serve power for the wireless? A. I be-lieve so, but I have no knowledge on the subject.

Q. Do you know how long the wireless continued after the contision? A. I do Q. Did you see the wrreless operator?

wish to see her go. I was pushing with an oar. I am glad I didn't see her. Q. When you last saw her had she broken in two? A. No. Q. When did you last see her? A. Q. Did you attempt to send any news ourseif? A. I did not

Order to Lower the Boats. Q. Were you outside and on the deck A. I heard the captain give the order when I was on the s difficult to remember exactly. As recall, he said "Lower the boats." A

recall, he said "Lower the boats." As Q. Did you get a message from the soon as I heard him give this order I captain? A. No, I had no message from left the bridge Q. Did you see any of the boats low-How many? A. Certainly three. Will you tell us how they were lowered? A. They were swung out, people were put in from the deck and then the

he boats lowered to the water

Q. On which decks were the boats? A. They were all on one deck-the sun deck At this point a plan of the sun deck was shown. Senator Smith resumed: Q. Were there any orders given or supervision exercised by the officers of the ship in lowering the lifeboats? A. I can only describe what I saw myself

poats were filled, a crew put in and sent away. Q. How many? A. That I couldn't tell. Q. How many men were in the boat How many? A. That I couldn't tell. in which you left the ste There were four men aboard. which you left the steamship? A. Q. Does that mean of the crew? A.

Four of the crew. Q. What positions did they occupy? A. I don't know. I believe one was a quartermaster. Q. You saw three boats lowered and three loaded? A. Yes.
Q. As they were lowered was any order given? A. No.

Helped Put Women in Boats. Q. How did it happen that women were first aboard? A. The order would naturally have been for women and children

Q. Was this followed? A. So far as I

Q. Were all the women and children put in those lifeboats? A. That I couldn't it-I mean before the ship went down Q. How many passengers were in the oat youswere in ? A. I should think forty-five.

Q. Was that its full capacity? A. turbines is all a technical question. Q. Were the other three you saw filled? The investigators put their heads to-gether and wanted to know about how much that would mean in land miles. Gen. Uhler suggested "About twenty-six

that side.

Q. Was the captain then on the bridge?

A. That I don't know.

Q. Did you see any lifeboat without a complement of carsmen? A. I did not.

Q. Did you see the first lifeboat low-bridge?

A. That I don't know.

Senator Smith: Then the statement of the first lowered on the starboard side.

Senator Smith: Then the statement of the first lowered on the starboard side.

Senator Smith: It has been intimated sume by the officer in charge of the design and that of the chief engineer.

were to the same effect with the hope that enough and that a number of women were 1 believe men of the crew were allotted

knew Mr. Hayes was on board the ship I had known him some years.

Q. He is unaccounted for? A. Yes. Q. What were the circumstances

Q. Were any others in the vicinity?

. How many? A. That I could not

Q. What can you say about the sink

Q. How was that? A. I was sitting with my back to the ship; I did not

should think it might be-really I

couldn't say; it might have been ter minutes after I left her. It was im

possible to judge time. I gave only one

Q. Was there much apparent confusion.

A. My back was turned. When I glanced

Q. Were any of the crew enlisted mer in the English navy? A. I don't know The ship's articles would show that.

Q. Did she conform to all the regula

The inspection certificate would show that. It had to be made and issued be

fore the vessel could sail. A steamship has to receive a Board of Trade certifi-

cate; otherwise she is not allowed to sai

Q. Do you know whether the Titanic

was equipped with a full complement of lifeboats? A. She must have been, else

Q. Do you know whether those life-boats were planned for the steamship? A. I don't quite follow you.

Q. Do you know whether the lifeboats

were completed for the steamship or

whether they were borrowed from any other ship of the White Star Line? A

They certainly would not be borrowed from any other ship.

Q. Do you recall whether the boat in which you left was marked "Titanic".
A. I don't know. I presume it was so marked; I didn't look to see.

Q. Do you know anything about boiler construction? A. If you wish any details about boiler construction, I can arrange for a representative of Harland & Wolff to come out and give you plans.

Senator Smith: Thank you very much

of the pasengers that an explosion took

place after the collision. Have you any

knewledge of such? A. Absolutely none Q. Do you think you would have known

Q. Do you know anything about the ac-

tion of a turbine engine? A. I have no knowledge on that point. The matter of

Speed About 21 Knots.

Seventy-five revolutions. I should think

Q. What speed were you making?

that would mean twenty-one knots.

Yes; absolutely.

There has been some suggestion by som

tions of the British Loard of Trade?

around I saw the ship's green light.

glance over my shoulder

and to carry passengers.

she could not have sailed

the captain

ing and disappearance of the ship?

Jacob's ladder.

Mr. Ismay: Practically that.

Q. Did you have any talk with other officers than the captain, the chief engineer and the steward you met? A.

No.

Hough and that a number of women were obliged to row from 11:30 at night until 6 and 7 o'clock the next morning.

Mr. Ismay: Of that I know nothing.

I couldn't say yes or no. I did not see such a thing. There were none on board the shire Congressman Hughes emphasized this reply by saying to the chairman: "Ther were none on board." Sank.

Senator Smith: Did you see any n service? A. None. Q. Were you when you first went on deck only partly clothed and that, as I understood you, you went as far as to make inquiries of an officer or steward Q. Is it customary to carry rafts: Not in recent years. Q. Why? A. I believe they are considered suitable to modern ships.

Ship Built Not to Sink.

to certain boats on the station list

Q. Can you describe the rafts?

Q. How long were you on the ship after the collision occurred? A. That is diffi-cult to answer. Practically until she Q. Do you know what the water capac fity was on the ship? A. I do we I think I misunderstand your question. Q. How long was that? A. It is difficult to judge time. I couldn't answer It was explained that Senator Smith wished to know how much water the ship could hold without sinking.

Q. Was it an hour? Oh, yes.
Q. How much longer? A. I should say
an hour and a quarter; perhaps longer. Mr. Ismay: The ship was especially constructed so as to float with any two compartments, any two of the biggest compartments, full of water, and I think Q. Did you during this time see any passenger you knew? A. I saw a good many passengers, but I don't remember recognising any of them.
Q. Did you see Charles M. Hays? A. am right in saying there are very few ships-perhaps I'd better not say it-Mr. Ismay was urged by Mr. Franklin and Mr. Parvin to "say it."

No. sir.
Q. Nor, I presume, other Americans and Canadians of prominence? A. No. 1 Mr. Ismay: Well, I believe I'd better continue in order to avoid misapprehen-sion. I was going to say I believe there are very few ships to-day of which the same can be said. When we built the ship we had this in mind. If the your departure from the ship? In what way did you leave? A. I was immediately opposite the lifeboat. A certain number of people were in it. An officer ship had hit the ice head on in all human probability that ship would have been affoat to-day.

Senator Newlands had so far not asked any questions. At this point he asked "How did the ship strike the iceberg?" called to know if there were any more women. There were no women in sight on the deck then. There were no pas-sengers about and I got in. Mr. Ismay: The information I received is that she struck a glancing blow be-tween the end of the forecastle and the Saw No Struggle of Mon to Get In. Q. Where did she collide? Was there a side blow? A. I have no knowledge myself, but I have been told that she hit the ice somewhere between the breakcaptain's bridge.

Mr. Ismay: That I can't answer eater and the bridge on the starboard Senator Newlands: The ship had six Q. Did you see passengers or any men en compartments? on the boats with life preservers on? A Nearly all the passengers I saw had life

Senator Smith—When you entered the s at your disposal. Senator Newlands: If any two comartments had been filled she would still lifeboat yourself you say there were no have floated? Q. Did you at any time see any strug

Many Matters He Does Not Know. Senator Smith: What time did you Q. Any attempt as the boats were low-ered between the decks to get on? A. Mr. Ismay: At 7:30, with the ship's None. There were no passengers there to

Senator Smith: And the captain?

went to bed? A. I saw no ice until We saw a light in the sout toward it.

Q. How long were you in the open sea in the lifeboat? A. I should think about four hours.

There in the vicinity?

A. I do not know. Since the accident and very few inquiries.

Q. Did any of the collapsible boats sink to your knowledge? A. I don't answer. There was one that we hailed, but got no answer. Q. Did you see any rarts in the open sea? A. None.

Number of Beats. equipment of the ship?

were wooden boats.
Q. How many boats were there? A.
Twenty altogether, I think; sixteen of Did Not Censor the Wireless Q. Did you attempt to interfere with them wooden lifeboats, but I am not abwireless communication between Carpathia and other stations? A. Q. What was the method of getting up captain of the Carpathia could tell you on the Carpathia? A. Simply by a that I had not moved out of my Q. What was the condition of the sea

cepted by this country.

an overcoat. How many officers were A, I think seven. Q. ship?

with you? I couldn't tell. I support

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Senator Newlands: Was it your idea that no watertight compartments were Mr. Ismay: I don't know; approxi-mately that. That information, however,

Mr. Ismay: Any two of the larges Q. Before you boarded the lifeboat did

Q. After you were taken off did you any passenger or any of the crew with a life saving apparatus on in the daylight the next morning. Q. Do you know if any people were killed by ice coming on deck? A. I do not. That would only be a matter of

Senator Newlands: What was the ful Q. Were there any rafts that could Board of Trade regulations were combined? A. No. There were four plied with, the English Board of Trade regulations, which I understand were wooden boats.

until last night. at that time? A. There was a ripple on, nothing more.

Q. Do you know if all the lifeboats that pair of slippers, a suit of clothes and at that time? A. There was a ripple

> How many of the crew? A. know the full number. There we always three officers on watch Q. How many men were in the lifeboat

Q. Was there anybody that you knew! Advertisement 9

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